



Frequently Asked Questions about the North Fremont Bicycle & Pedestrian Project:

Why the effort for a multi-modal corridor?

The North Fremont Bicycle and Pedestrian Project has been the “kick-off” to realize many of the goals outlined in the City’s Multi-Modal Plan “Monterey-on-the-Move”. The goal of this project is to make North Fremont a safer and more accessible place for people of all abilities and traffic modes. This is also a part of the vision for the North Fremont Specific Plan. For more information please see the North Fremont Specific Plan Website: <https://monterey.org/planningnorthfremont>

How was this funded?

This project is a major infrastructure project funded through the Caltrans Active Transportation Program (ATP) Grant, with matching funds from the Neighborhood Improvement Program (NIP), Measure P/Measure S, and Measure X. The purpose of an ATP Grant is to fund pedestrian and bicycle improvements.

Couldn’t these funds be used for other projects?

This project is a major infrastructure project funded through the Caltrans Active Transportation Program (ATP) Grant. The grant is very specific that the infrastructure project improves mobility, safety, and accessibility for pedestrians and bicycles as well as promote active transportation. If this project was not implemented, in its current form, the City would be required to return the money back to the state for a bicycle or pedestrian project elsewhere in the state. The intent of the ATP Grant is to build a facility that encourages people of all abilities to walk or bike.

What does this bike lane connect to?

No, this simply the start! The North Fremont bike lanes will connect to the Fort Ord Regional Trail & Greenway (FORTAG). NIP is currently funding the design of a connection from Casanova to Canyon Del Rey Boulevard. Additionally, there are minor connections to the neighborhoods as shown in the City’s Multi-Modal Mobility Plan “Monterey on the Move”.

For more information:

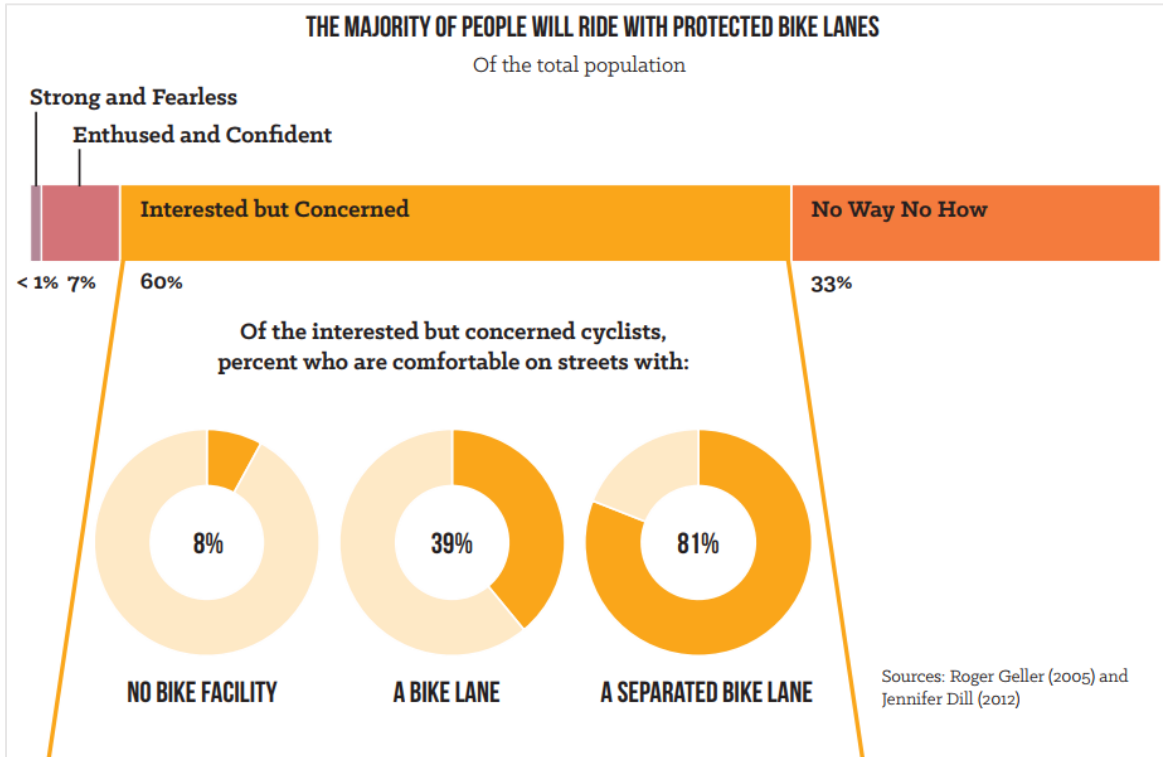
- **FORTAG**
<https://www.tamcmonterey.org/measure-x/programs-projects/fort-ord-regional-trail-greenway/>
- **2013 Multi-Modal Plan “Monterey on the Move”**
<https://monterey.org/Services/Community-Development/Planning/Planning-Projects/Monterey-on-the-Move>



How does this benefit me?

The project has many benefits to residents, businesses and visitors using North Fremont:

- Class IV Protected bike lanes
- Stormwater improvements
- New traffic signals and signal poles
- Audible Pedestrian Signals
- ADA ramps
- Bulb outs, shorter pedestrian crossings
- Traffic Signal Operation Improvements



As shown in the graphic above in addition to bicycle connectivity and accessibility, protected bicycle lanes like those in North Fremont median can increase in bicycle ridership, many people who have expressed interest in bicycling but are concerned with safety are more comfortable with a separated or protected bicycle lane. Most people do not feel comfortable riding next to traffic in bike lanes on a 35 mph corridor. Protected bike lanes can also improve bicyclist safety, increase in business traffic, increase in property values, and a decrease in bicycle collisions. Please visit our project website for more quick facts on the benefits of protected bike lanes at Monterey.org/NFremontBikePed.



North Fremont St



How can I get to the Recreation Trail?

There are several ways to get to the Monterey Peninsula Recreational Trail, two examples are via Casa Verde Way and via Casanova Ave. In the future there will be a more direct connection via FORTAG at the intersection of Canyon Del Rey and North Fremont.

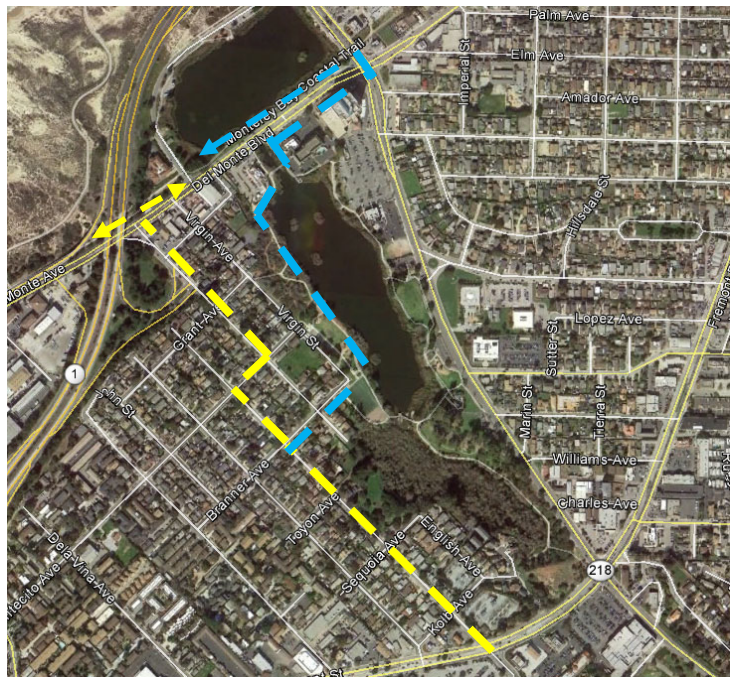
Via Casa Verde Way

- Exit at the end of the bike lanes, using the push button to trigger the bicycle signal.
- Use the “Cross Bikes” (aka Crosswalks for bicycles)
- Head North towards Del Monte, Casa Verde will be Class III Facility meaning you can bike in traffic as a vehicle or on the sidewalk, if you are more comfortable or bicycling with young children.
- Just north of the intersection of Del Monte and Casa Verde is the Recreational Trail.



Via Casanova Ave

- Exit at the end of the bike lanes, using the push button to trigger the bicycle signal.
- Use the “Cross Bikes” (aka Crosswalks for bicycles)
- Head North toward Montecito, turn right on Montecito, and left onto English Ave.
- The recreational trail is located just north of the intersection of Del Monte and English.
- Alternatively, you can turn right on Branner Ave, at the end of Branner is the Laguna Grande Regional Park.
- You can use the Laguna Grande park to cut through to Del Monte where you can connect to the recreational trail at the intersection of Del Monte and Canyon Del Rey.





Will the signals work differently than before?

The City is also implementing an adaptive signal system, or smart signal, to further improve signal operations along North Fremont, from Casa Verde to Casanova. The City hopes to collaborate with Caltrans and Seaside in the future to incorporate further signals, however these locations are outside of City jurisdiction.

Why are the free- right turn lanes being removed on Casanova and Airport?

Free-right turn lanes are being removed to improve pedestrian safety and visibility at corners. Free-Right Turns pose greater risk to pedestrians because it removes pedestrians from their main line of sight. Turning vehicles are focused on on-coming traffic not at the pedestrians to their right. Right turn movements are still permitted, they are now controlled by the signalized intersection. Drivers may make a right, after stopping at the red light – provided it is safe to do so.

For further information, please look at Designer’s memorandum on the subject of free-right turns.

Why is the right turn at Ramona staying if you are removing the other ones?

Ramona is a very skewed intersection, removing the right turn at this intersection would make it prohibitive for vehicles to make the sharp right turn. The geometry would not allow for right turns which would restrict access onto eastbound North Fremont from Ramona.

For further information, please look at Designer’s memorandum on the subject of free-right turns.

Why are the mid-block left turn lanes being removed at Hannon?

The mid-block left turn lanes were removed at Hannon to keep a consistent bike lane between Ramona and Casanova. If the mid-block left turns onto Hannon were kept it would significantly impact the design of the project, an additional signalized intersection would be required.

For further information, please look at Designer’s memorandum on the subject of mid-block left turns.

Why has North Fremont been under construction for so long?

Prior to the North Fremont Groundbreaking in June 2018, Cal-Am was making utility improvements along North Fremont and throughout the City of Monterey. The original FAQs posted in October 2018 estimated the date for construction to be complete was late September 2019.

Can we have waited longer between Cal-Am construction and the North Fremont Project construction?

If we had waited longer to start the North Fremont construction, we would have lost the grant funding potentially missing out on an amazing opportunity for Monterey.